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HONGKONG, MONDAY, OCTOBER 1st, 1900.

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New Advertisements will be found on page 4.

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84a]

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DODWELL & CO., LIMITED, General Managers

[37a]

PARIS EXHIBITION, 1900.

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(HIGHEST AWARD) FOR SCOTCH WHISKY HAS BEEN AWARDED TO

JOHN DEWAR & SONS, LTD.

SOLE AGENTS—

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12, QUEEN'S ROAD.

[36a]

NOTICE OF FIRM.

NOTICE.

WE have This Day authorised Mr.

DUNCAN CLARK to Sign our

Firm Proclamation.

LANE, CRAWFORD & CO.

Hongkong, 27th September, 1900. [2521]

HOTELS

NOTICE.

TRAVELLERS are invited to visit the

WINDSOR GARDEN AND RES-

TAURANT just established next to Happy

Retreat, near the Race Course. It can be over-

looked from the Bowen Road Bridge.

Hongkong, 1st September, 1900. [2923]

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THIS HOTEL is situated in a quiet

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City of Victoria. It is within easy access of

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ENGLISH EXPERTS manage our

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We use only the best and most expensive

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PURITY.

We quote Special Terms to large consumers.

A. S. WATSON & CO., LIMITED

THE HONGKONG DISPENSARY.

ESTABLISHED A.D. 1841.

DEATH.

At Bombay, on the 26th September, in the afternoon, FARMER TALATI, aged 62, older brother of FARMER TALATI, of Hongkong. Deeply regretted. By telegram.

The Daily Press.

HONGKONG OFFICE: 9, PRINCE CENTRAL.
LONDON OFFICE: 131, FLEET STREET, E.C.

HONGKONG, October 1st, 1900.

WHAT with the dissolution of Parliament and the opening of a direct cable line from Tientsin to Gutzlaff, we in China are left to outside indications for our knowledge of the progress of affairs in the North. From these indications we seem to be justified in the conclusion that the difference of opinion between the Powers has now amounted to an open divergence. On the one side stand Germany, England, and apparently Japan—we say, apparently, because Japan has been seeking to pursue a course of her own in minor matters—and on the other, more or less united, Russia, France, and the United States. The other Powers according to their private sympathies are prepared to follow the lead of one or other of these divisions. Of course we should be wrong were we to affirm that the United States were consciously following the lead given by Russia, and the Government at Washington would be the first to repudiate such a suggestion; but the fact remains that, explain the cause however it may, Russia is certainly taking advantage of the position in America to advance her own altogether selfish aims. The United States have an enormous constituency, and all the defects of a large constituency are enormously developed. Every voter in the Union is supposed to have a definite knowledge on every subject of interest to the country, and on no subject is the ordinary citizen more thoroughly convinced of his ability to form an opinion than on this of the relations of the Union with all foreign nations. The class of men who have practical experience in the very complicated foreign relations of the country are unfortunately very limited, more so than in most European nations, because the States have not yet seen the necessity of training a diplomatic service, and the consequence is that every fourth year, pending the Presidential election, the foreign relations

of the nation are left for a term to the blind intuitions of the mass politician. However well the President and the Secretary of State may comprehend the position, in the ordinary course they are for some four months in the hands of the wire-pullers, and have to obey their more or less despotic orders. A comparatively small section of the people really controls the issue of the election, and it is to catch the waverers, rather than the men of sound judgment, that every effort has to be made. America, equally with England, suffers under the tyranny of party cries, and the cry most frequently heard is that of the "anti-imperialists," that is of men who honestly fear that the extension of the foreign possessions of the States may result in such an alteration of the institutions of the nation as to seriously jeopardise its stability. This cry is sure to be heard at the hustings, and the attempt is being widely made to associate a forward policy in China with the results of the Spanish war in the Philippines.

At another time this feeling would lead to make America join hands with England and Germany in opposing the policy of partition, but in the present instance, through want of reasoning power amongst the masses, it is actually tending to strengthen the opposite party. While this is undoubtedly the actuating motive in America, a very similar position in England induces the British Government to delay exposing its policy. As in the States a General Election takes place within a few weeks through the United Kingdom, and the Government is concerned to meet the country under the most favourable terms. The appeal is confessedly on the policy of the Government in South Africa, and not unnaturally it is trying to simplify this appeal, and reduce it as much as possible to the one issue. While there is a general consensus with regard to the policy to be carried out in the recent republics, men's minds are not so uniform as to the measures to be adopted in China; and Lord Salisbury's Cabinet seek rather a general approval of their attitude than any definite expression of opinion. The broad outline that its policy is to be opposed to annexation and separate spheres has been sketched out, but of the measures proposed and the method intended of putting them in action no word has been permitted to escape.

Unfortunately Lord Salisbury is felt to be weak, his whole policy with regard to China has been a mistaken one, and his entire efforts have been devoted to getting a complacent House to give him a free hand. As far as can be judged from present appearances the Governmental majority in the House is not unlikely to be even further increased, and under certain circumstances this is a point for congratulation. The Opposition is hopelessly divided, but fortunately the strongest party amongst the many into which it is divided are favourers of a strong Imperial policy. Judging from previous experience the effect on the House will be to make a new division of parties, and will not improbably lead to a rapprochement between the more confirmed Imperialists of the Governmental party and the similar section of the Opposition. Such, as long as Government is carried on by party, must always be the fate of a party which has attained any great predominance, and such will doubtless be the case in the new Parliament. It is dangerous to prophesy in such a case, but the indications point to some such modification, and the enforced retirement of the less active members of the present Cabinet and their replacement by one or more of their opponents, who have been gradually working to the front. The divisions of party have ceased to be along the lines brought into being by the original Reform Party and accentuated by a Gladstone. Matters which would have divided the old parties to their lowest depths have been decided in the last Parliament without arousing a party feeling; and the most radical of measures have been brought forward by, and warmly supported by, the most confirmed Tories. Such are the circumstances under which the fifteenth Parliament of Queen Victoria is being summoned, and we can only hope that it will lead the way to a better judgment of the importance of the issues pending in the Far East.

The French mail of the 27th August was delivered in London on the 27th ult. During the 24 hours ended on Saturday at noon one death from bubonic plague was reported. The total deaths since January 1st number 1,010, the total cases being 1,068.

A pork butcher who has been several times convicted of selling fresh pork outside the markets was taken before Mr. Hazland on Saturday for again offending in this respect. He was fined \$25, or two months.

On Friday afternoon a Chinaman who was about to get on board the launch for Kong Mun was stopped and searched. He was found to have a revolver, a dagger, and 50 rounds of ammunition on his person. He told Mr. Hazland on Saturday that he was an ex-ricshaw coolie, but had sold his rickshaw and was returning home. He was fined \$50, or two months.

Nearly 21,000 have been taken in Germany for the purpose of the military service in the expedition to China and of their relatives.

Three of the Boer prisoners, two Hollanders and one Scotchman, have been sent to jail for 56 days by a Ceylon Magistrate for refusing to allow an official to measure them.

A Japanese paper states that Russia has given another year's grace to the Japanese fishers in Saghalien who will be affected by the operation of the regulations, which practically confine fishing rights to Russian subjects.

In consequence of the approaching departure of the Portuguese Consul at Shanghai, Mr. John Goodnow, the U.S. Consul-General, has been appointed the Doyen of the Consular Body in the Model Settlement.

Baron N. Kanda, a Professor in the Higher Commercial School of Tokyo, has reached New York on his way to London, whither he proceeds to investigate the English methods of instruction.

As a cargo boat laden with cargo was being towed towards the s.s. *Amigo* on Friday last one of the ropes broke and the boat capsized. The crew—seven in number—and five coolies, were thrown into the water, and a girl six years of age and a coolie were drowned.

It is reported that the Indian Government has granted contracts to Canadian manufacturers for various supplies for the use of troops in China. This, it is thought, may involve some temporary addition to traffic receipts over the Canadian Pacific Railroad system.

Messrs. Lantz, Wegener, and Co. inform us that they have received the following telegram from the Captain of the steamer *Colandee*, dated Nagasaki, 29th September:—"We were run into by the *Le Maru*. Our ship sunk near Iwoshima on the 28th September."

According to a Washington despatch of the 1st ult., in consequence of the strain upon Russia's financial resources owing to the Chinese campaign, a specially accredited representative of the Russian Minister of Finance, Mr. de Witte, has concluded, or is about to conclude, "an arrangement with a syndicate of all the insurance companies in the United States for a loan of \$30,000,000 roubles."

The steamer *Rigdon Maru*, which left San Francisco on the 20th ult., carried 5,000 tons of cargo, mostly flour, which is in all probability to be used to feed the troops in North China. She did not take any cotton, for since the outbreak there has been no demand whatever for cotton, most of which has gone to North China. The falling off of this business will no doubt involve a big loss to southern mills, for it was a very large one.

Twenty wounded and invalided French soldiers have been discharged as cured from the Japanese military hospital at Hiroshima, and were brought here, says the *Nagasaki Press*. Forty French troops were also released from the local temporary French hospital on the same day. All of these soldiers, as well as eighty others from the French hospital ship *Nive* in the harbour, altogether 140 in number, have been sent home in the M.M. steamer *Salsola*.

The transport *Belgian King*, Captain Wells, sailed from San Francisco for Manila with a full cargo of commissary stores on the 28th August. About the same date the *Egbert* was ready to sail with a cargo of the same character for the troops in China. The *Logan* was to sail on the 1st ult., when the regular schedule would be resumed by the transports, with sailings every two weeks. It is expected that the transport *Thomas* will sail on September 16th. The *Logan* will touch both at Honolulu and Guam.

The Norwegian steamer *Bergenhus*, of 2,344 tons register, now on the Chinese coast, has been chartered by the California and Oriental Co., of this city, to take the S.F. *Chloride*, to bring a cargo of freight from Hongkong, Shanghai and Japanese ports to San Francisco, and the steamer will be due here early in October. All the regular steamers of the California and Oriental line have been chartered by the Government, and as the company was under contract to deliver freight here in October it was necessary to secure another vessel.

An order has been received at the Royal Arsenal, Woolwich, to despatch 30,000,000 rounds of .303 in. ammunition, together with a large quantity of tent and hospital equipment to China. The small-arm ammunition to be sent out will fit both rifle and machine guns. The tent equipment was originally intended for the Volunteer Mobilisation, but has been diverted to meet the requirements in China. The various ammunition manufacturers in England have been requested to furnish as many .303 ball cartridges as they can possibly turn out. The Naval Department within the Arsenal are also busily engaged in despatching miscellaneous stores to the ships on the China station.

A most interesting discovery was recently made by the Bangkok "Spirit Farm Guards" in their patrols for illicit stills. Buried behind the Roman Catholic Church they found eight jars of prepared molasses, whilst close by three large barrels of the same stuff were discovered covered over with grass and straw. Close by the priest's house was a furnace with a still on top. In no less a place than the church itself two large iron pans were found. In the house of the sorcerer the party found a jar of illicit spirits and various other suspicious articles, whilst in that of the caretaker of the priest's dwelling no less than 81 jars of alcohol were unearthed. Two Chinese, the sorcerer and caretaker, were arrested, whilst the molasses were destroyed and the spirit handed over to the police.

Mr. Bar. Ironside, formerly Secretary of Legation at Peking, has been appointed Minister at Stockholm.

Plague has again made its appearance at Osaka, Japan, and up to the time the last mail left six severe cases had been reported.

Mr. W. B. Carlos, H. B. M. Consul at Tientsin, has left Shanghai for England on account of ill-health.

The grand prize (the highest award) for Scotch Whisky, has been awarded to John Dewar and Sons, Limited, at the Paris Exhibition.

The *Gazette* announces that His Excellency the Governor has been pleased to re-appoint the Hon. F. H. May, C.M.G., to be Vice-President of the Sanitary Board.

The Deputy Director of the China Inland Mission, the Rev. J. W. Stevenson, D.D., received a wire last week from a native helper at Shenai reporting the murder of missionaries at Yeh-yang, Shih-chow, and Fa-ning, eleven in all, and two young children.

Shipbuilding is proceeding apace in Japan. The official trial of the second *Nataga Maru* took place off Tenposen, Osaka, a few days ago, and was a great success, the vessel steaming 13½ knots per hour. Her tonnage is 1,120. She was built at the Fujiyama Dockyard, Kikugaya, and is said to be the largest steamer built in Osaka up to the present.

Mr. Rounsvell Wildman, the U.S. Consul-General, has forwarded us the two following typhoon warnings, which were sent to him yesterday morning:—"Manila Observatory, 10 a.m.—Probably depression S. S. E. of Luzon between 8th and 10th parallels." Manila Observatory, 5.30 p.m.—"The depression is crossing South of Luzon, between 9th and 11th parallels, and moving probably W. N. W."

Indian Constable 755 brought a charge of attempted bribery against a Chinese excise officer on Saturday. He declared that he was going to Aplichau the previous night when he met the defendant, who offered him 20 cents, saying "Don't arrest him; it's a small matter," referring to a man said to be in possession of opium without a permit. The evidence not being satisfactory Mr. Hazland discharged the defendant.

A fire occurred on Saturday morning in a small matchbox next to Mr. Nowrojee's garden, Timmestul, and the flames fanned by the strong wind that was prevailing at the time set fire to another, a larger matchbox next to it, used by the "Thirty" Tennis Club. Both structures were reduced to ashes in a very short time. The larger matchbox contained many tennis rackets and gear, furniture and wines belonging to the Club. The fire was, we understand, due to the carelessness of some of the gardeners cooking their morning meal.

At about a quarter to 12 on Friday night the attention of an Indian constable was drawn to a Chinaman near the Canton Wharf in Praya West. The man was bleeding from a deep wound in the skull. He was still alive and he was sent in an ambulance to the Tung Wah Hospital. He, however, expired on the way. At first the police thought that this was a case of murder and investigations were at once set on foot. They discovered that there had been no foul play, but that while gazing across at the fire at Mongkoktani he was struck on the head by a plank blown down from a scaffolding.

A march-out in connection with the Hongkong Volunteer Corps took place on Saturday afternoon. About 130 men paraded at Headquarters and proceeded to the Polo Ground at Causeway Bay with the guns for battery drill. On their return the Commandant (Lieut.-Col. Sir John Carrington, C. M. G.) addressed a few words to them. He regretted that the attendance had not been greater, and reminded them that the regular drill season would commence on the following Monday and urged all, particularly the recruits, to attend as many drills as possible during the next month so as to make themselves as efficient as possible before camp.

When the *Sui-an* left Shanghai on her last trip up river, says the *Mercury* of the 24th ult. It appears there were four pirates on board, and between Shanghai and Tung-chow, on the 18th inst., they, together with one of the ship's watchmen and one comrade's coolie, went through some of the passengers and had already taken two or three hundred dollars when the ship officers appeared on the scene with small batons, and after thrashing them, put them all in irons with the exception of one, who jumped overboard. The Captain decided to carry them to Wuhu, where he handed them over to the Taotai.

CORRESPONDENCE.

[We do not hold ourselves responsible for the opinions expressed by our correspondents.]

SAILORS AND SOLDIERS' CHINA RELIEF FUND.

TO THE EDITOR OF THE "DAILY PRESS."
Sir—I have just received a message from Col. Prendergast, Royal Engineers, commanding at Weihaiwei, that the articles of clothing so kindly subscribed for through you by the residents of Hongkong, and made up by various ladies of Hongkong, have reached the Hospitals, and were of the greatest use. I think you will be glad to learn this—Yours, etc.

W. J. GASCOIGNE.

Major-General.
Hongkong, 29th September, 1900.

THE PORTUGUESE FESTIVITIES AT MACAO.

[BY OUR OWN CORRESPONDENT.]

On Friday last, the ancient and picturesque Portuguese colony of Macao put off its customary gala to celebrate on a most enthusiastic and vivid scale the birthday of its sovereign and his consort. It is a remarkable coincidence that the anniversary of the natal days of T. M. the King and Queen of Portugal fell on the same day, and this naturally added additional enthusiasm to the festive celebrations. Macao is renowned for its festivals, and on Friday the colony was en fête. The arrival of the military expedition from Portugal, and the presence of two Portuguese ships of war in the harbour have necessarily quickened social life in Macao, and the hitherto placid little colony now bears the aspect of an important garrison town. Soldiers and sailors are everywhere met with, and the martial appearance of the colony is emphasised by the trenches and other military works constructed and under construction for the protection of the city.

Although such preparations have been made to resist possible attacks from the Chinese, H.E. the Governor, in conversation with our representative, said he was perfectly at ease, and did not fear any anti-foreign outbreaks on the part of the natives, either in or around the colony. The Chinese on the mainland were in fact very friendly with the Portuguese authorities, and were very peaceably inclined. Still, he considered it necessary to take every precaution, and having been formerly a military engineer, he was able to see that the defences were adequate for protective purposes.

At noon on Friday H.E. José Maria de Sousa Horta e Costa, the Governor of Macao, received his nationals and a telegram of congratulation was sent off at 1 p.m. to His Majesties the King and Queen of Portugal.

In the afternoon His Excellency, attended by his staff, in the presence of many hundreds of spectators, received the troops. All the officers were in full uniform, and there were also present the commanders and officers of the British torpedo-boat destroyers, the *Handy* and *Other*, which had been sent specially to Macao to salute the Portuguese flag on this occasion. The troops numbered nearly one thousand officers and men, and these were put on parade without lessening the usual number on the ordinary garrison duty. The spectacle was very animating, the uniforms of the Portuguese officers being very smart and attractive. The sections taking part consisted of infantry, artillery and a naval brigade from the men-of-war *Adamastor* and *Zaire*. The soldiers just arrived from Lisbon are a well-set up body of men, and could do doubt do useful work if called upon. They are attired in what is generally termed a "holland" uniform, with brown felt slouch hats, and top boots coming just below the knee. They are armed with magazine rifles and sword bayonets. The artillery men are all of good physique. The sailors presented also a smart appearance, and gave the idea that like the British handy men, they would prove good and useful fighting material. In addition to the European troops there were also on parade contingents of Indian and Chinese soldiers, the latter being very well drilled. The review passed off most successfully, and it also served the useful purpose of impressing the Chinese with a sense of the military preparedness. The officers in charge of the troops were Major F. P. Maher and Major A. Moraes Bessa Varnhagen, to whom credit is due for the success of the parade.

In the evening the Praya Grande presented a very festive appearance, the facade of the Governor's Palace being covered with coloured fairy lights and Japanese lanterns. All the public buildings were similarly illuminated, and at some distance from the shore, lying at anchor in deep water, was depicted in electric lamps the outline of the cruiser *Adamastor*, a very pretty effect.

At 10 p.m. His Excellency gave a ball in his palace which was attended by about 300 guests, including the Portuguese military and naval officers, the officers of the British destroyers, several foreign consuls, civil officials, the leading civilians, and many ladies. A military string band was in attendance, and the entertainment was a pronounced success. The wants of the guests were attended to with characteristic Portuguese hospitality, a substantial supper being provided, and dancing was kept up to a very early hour in the morning. The programme of the ball was as follows:—Quadrilha, Valsa, Lanceros, Valsa, Quadrilha, Barn Dance, Lanceros, Valsa, Quadrilha, Valsa, Lanceros, Barn Dance, Quadrilha, Polka, Lanceros, Valsa, Quadrilha, Galop.

On Saturday His Excellency entertained the British naval officers at dinner. His Excellency and staff are extremely popular in the colony, and everyone seemed grateful for the festivities that had been provided and the opportunity given for a unanimous expression of loyalty. This is the third time His Excellency has administered Macao, having arrived there on his present term of office only a few weeks ago from Lisbon. His administration is said to be just and progressive. Apart from the recommendation to public esteem which this extremely cordials he is popular for his social proclivities.

It is seriously rumoured at Nijni Novgorod, says the *Times* correspondent at St. Petersburg, that the Russian Customs authorities at Irkutsk are detaining large quantities of tea destined for the Nijni fair on account of a suspicion that it has been poisoned by the Chinese. This rumour is having such a bad effect upon the wholesale tea trade that the committee of the fair has telegraphed to Irkutsk to make an inquiry on the subject. The chief cause of the delay or detention is most probably the mobilisation and movement of troops. Referring to the above the *Ceylon Observer* states:—"Now is certainly the time for Ceylon (and India) to score. We think the 'Warley Committee' ought to telegraph to Mr. Banton to drop everything else and concentrate his attention on Russia, going there at once."

TELEGRAMS.

THE CRISIS IN CHINA.

"DAILY PRESS" SERVICE.

[FROM OUR CORRESPONDENTS.]

Macao, 30th September, 5 p.m.

THE DISTURBANCES ON THE WEST RIVER.

THE FIRING UPON A BRITISH STEAMER AVENGED.

THE "SANDPIPER" STONED.

The river gunboat *Robin* proceeded to Lukian, near Kunchuk, West River, and bombarded the village in retaliation of the natives firing upon the British steamer *Langkian*, the gentry being also compelled to flee the guilty parties. Notices have been posted stating the reason for the punishment.

When the *Sandpiper*, which has arrived here, passed Shikwan, West River, the natives stoned her. It is reported that on the matter being reported to the British Consul at Canton he advised the Commander not to use force in retaliation.

Shanghai, 30th September, 8.55 p.m.

THE MURDER OF THE GERMAN MINISTER AND JAPANESE CHANCELLOR.

FUNERAL HONOURS TO BE PERFORMED.

PRINCE TUAN AND OTHERS DEPRIVED OF THEIR RANKS.

FAMINE IN SHENSI.

Ernest Soley arrived here yesterday. Imperial decrees have been issued ordering the performance of funeral honours in respect of the late Baron Ketteler at Peking and Berlin, lamenting the sad occurrence, depriving several Princes and Ministers who encouraged the Boxers of their titles, ranks, and offices, depriving Prince Tuan of his offices and ordering his trial before the Imperial clan court; and ordering other Ministers before other courts for severe punishment.

Practically all the Grand Council have gone except Wang Wen Shao.

Another decree orders funeral honours in respect of Sugiama, the Japanese Chancellor who was murdered at Peking.

There is a terrible famine in Shensi, and this probably prevents the court from going to Hsianfu.

London, 28th September, 11.25 p.m.

EXCELLENT EFFECT OF THE PUNITIVE EXPEDITIONS.

THE POWERS SUGGEST THE RETURN OF THE EMPEROR TO COURT.

Dr. Morrison, the *Times* correspondent, reports that the punitive expeditions are having an excellent effect, but that nothing effective can be accomplished until Puotingtu has been raised to the ground and the foreigners and refugees from Chenting and elsewhere rescued.

He further states that the representatives of all the powers have individually forwarded informal notes to Prince Ching suggesting the return of the Emperor to Court.

London, 29th September, 10.25 p.m.

THE KAISER DECORATES THE RUSSIAN GENERAL.

LI HUNG-CHANG AND THE FIGHTING.

The Kaiser has bestowed a decoration upon the Russian General Stoeckl. It is reported that Li Hung-chang has promised General Chaffee that the Chinese will not again take the initiative in fighting in Chihli.

THE WAR IN SOUTH AFRICA.

London, 28th September, 11.25 p.m.

NO FORMAL DECLARATION OF PEACE.

The Transvaal and Orange Free State Republics having been formally annexed to the British Empire, Mr. Chamberlain does not anticipate that there will be any formal declaration of peace.

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with the above firm, both having been dismissed
as foremen. On and after the 22nd September
we shall not be responsible for their liabilities or
their dealings, &c., &c.

Customers are respectfully requested hono-
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Hongkong, 27th July, 1897. [187]

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SPORT AND ANECDOTE.
By An Old Footy.

GRASMERE SPORTS.

For pure, unadulterated enjoyment the festi-
val annually celebrated at Grasmere would be
hard to beat. The meeting has been held each
year since 1843, when it was set on foot by some
of the leading families of the district, and its
fame long ago spread throughout the length
and breadth of the land. Since its foundation
athletic sports have sprung up all over the king-
dom, but unfortunately many of these are of
such a character that they cannot be recom-
mended. They have a degrading influence, and ought
therefore to be avoided. The Grasmere festival,
however, is something entirely different. The
most attractive of the events are not to be found
in a club gathering conducted on modern money-
making lines, and from their very novelty they
possess an interest that is thoroughly appreci-
ated by the spectators. To begin with the scene
of itself is "a thing of beauty." At the recent
sports the country just about looked its best,
and when the sun burst out at noon the picture
as one gazed round upon the surrounding hills
was such as can only be seen in lovely lakeland.
Heavy rain in the early morn had converted the
streams in the hill-sides into miniature torrents,
and the tiny cascades glistened as the water
rushed along between the trees and among the
boulders. There was a freshness and a health
imparting vigour in the air that made one feel
that it was good to be there, and it was an ex-
perience to cherish for many years to come.

A STIRRING SCENE.
Much, of course, could be said about Grasmere
and its historical associations. Every lover of
poetry knows that Wordsworth lies at peace in
the village churchyard and that the poet's cot-
tage is also near at hand. And then again the
festival has always enjoyed the patronage of
the nobility and other gentry, and has often
been visited by some of our greatest men and
women, from bishops downwards. At the meet-
ing a few days ago the occupants of the grand-
stand included Mrs. Humphry Ward, Lord
Cross, Canon Rawnsley, Lady Florence and
Lady May Percy, etc. The presence of these
aristocrats alone should be a guarantee that
nothing shabby will either be attempted or per-
mitted, nor is it. On the other hand you come
away full of admiration for the management
and everybody concerned. No matter what
your scruples may be you need not hesitate
about visiting charming Grasmere on the cele-
bration of its yearly carnival. Apart from the
contests themselves there is plenty to feast the
eyes upon. On the long drive from Winter-
morn you see all kinds of turnouts. Every
horse and usable vehicle for miles around must
have been requisitioned, and all roads appar-
ently led to "Pavement End." The field was sur-
rounded by family coaches and other carriages,
on every one of which was a happy picnic
party. It reminded one of Goodwood, Ascot,
or Epsom Downs, and it was indeed a lively
sight. Well-filled luncheon baskets played no
inconsiderable part in the programme, and it
was not a little amusing to see "James" busy
at the back of a drag with the remnants of a
few after the "Squire" and his companions
had their wants fully satisfied. And you do
get an appetite, braced by the fresh heath-
scented mountain air.

DICK THE BELLMAN.
The Grasmere gathering would be incomplete
without the presence of certain noted characters.
One of these is Dick Howe, who as bellman has
played a prominent figure at the sports for the
past 30 years. It is his business to keep the
crowd informed of what is going to take place
next, and he does this in the true northern
dialect, his language sounding very odd to
strangers to the locality. In the event of a
competitor failing to answer Dick's summons
his name is called out three times. Should he
be absent the bellman announces that he is
"blown out!" This formality and the style in
which the announcement was made tickled the
crowd, and led to many pleasantries between
Dick and some of the jokers around. "Is
Charlie Lowe for Preston here?" was one of
the bellman's inquiries. A wag near at hand
ventured to answer in the affirmative. "Was
he?" cried Dick. As there was no appear-
ance of "Lowe" the bellman's usual call was
thrice repeated, the hoarse-headed official follow-
ing it up with the clincher directed at the wag.
"He must stop there." Later on he went the
round of the field with the declaration, "First
round over; second about to begin." "Over"
proved a puzzle to many. It was Dick's way
of declaring that the first round of the heavy
weight wrestling had terminated and the second
would soon be in progress. It needed such
announcements as this, the great bulk of the
visitors being frequently in a maze as to what
was coming on next.

TWO INTERESTING EVENTS.
It may be said with safety that two of the
day's events interested everybody, these being
the hound trail and the race up Silver How.
The competition between the dogs was positive-
ly unique to the greater proportion of the five
or six thousand persons within the enclosure.
A more picturesque event one rarely sees. Be-
fore the eighteen foxhounds were sent on their
journey a man came on the field dragging be-
hind him a bag of nitre. With this he had
laid a trail of some eight miles over the top of
Silver How and the Hammer Scar, across to
Longridge, White Moss, and Chapel Green,
over Hollins, under Butter Crag, along Dun-
nall Baise and Sore Crag, through Allen Bank
field to the finish under Wray Cravat. Before
they were despatched on their toilsome journey
the dogs pulled and strained in the hands of the
men in charge, and when they were liberated
they tayed their delight. It was a stirring
sight to follow them in their trying, course up
the mountain side, and they soon looked like
tiny insects in the fading distance. The leaders

seemed to have no difficulty in keeping to the
scent, but most of the hounds were tilling along
some distance behind. When they came in
view on the other side of the valley three hounds
were seen well ahead, and when Robinson's
"Comrade" finally came in winner in 37 min.
17 sec., there was a great outburst of cheering.
The band struck up the hunting song, "Daisy
don't John Peel!" and the proud owner beamed
with as much satisfaction as did the Prince of
Wales when he led in his Derby victor.

UP SILVER HOW.
Most visitors to the Lake district have heard
of Tom Conchie. He easily holds first place in
the esteem of many of the natives. Since 1894
Tom had never been defeated until last year in
the guides' race to the summit of Silver How
and back. Owing to illness he could not com-
pete in 1898, when Tom Taylor came in first.
He repeated his success last year, and later on
again defeated Conchie over the same course in
a match for a big stake. Taylor is now with
the troops in South Africa, and the old runner
had no difficulty in stalling off all opposition.
Conchie is a quarry worker, and as he is daily
climbing the hills on the way to his employ-
ment he may be said to be always in the best con-
dition. There were thirteen entries, but none
of the "bakers' dozen" got near Conchie,
except Rogers, of Over Staveley, who was a
very creditable second. It was in dashing
down Silver How that the old athlete excelled,
evidently knowing no fear. He rushed into
the circle with a warwhoop, and when he was
told he had covered the distance (about two
miles) in 15 min. 7 sec., he was well satisfied, for
he had found the going extremely heavy after
the rainfall early in the day. Taylor holds the
record of 14 min. 25 sec. Some of the runners
returned with their legs bleeding from contact
with the brambles and climbing over stone
walls. None but the sturdiest should engage
in such a contest as the race up Silver How.

A CHAMPION'S FAREWELL.
While Dick Howe is, as we have seen, a
famous character at Grasmere sports, his fame
is quite overshadowed by that of the grand old
heavy-weight wrestler, George Steadman. He
has made his last public appearance at the last
festival in the present century, and he goes into
retirement with a wonderful record. George
has wrestled in competitions ever since he was
sixteen years old and as he is now 54 he has had
a pretty long innings. He has won no fewer
than 60 cups and has practically travelled and
competed all over the world. It was about 1870
that Steadman proved his superiority by beating
such noted dalemen as the pious Mr. Jameson,
Dick Wright (now both dead), and Noble
Ewenk, who was acting as one of the judges.
Remembering his years and his 18st. 7lbs. of
avoidpoids it was a big strain for George to go
through five rounds before qualifying for the
final. It was not a little singular that the
slimmest of his antagonists gave him the most
trouble. This was Will Studholme, of Brough-
ton, in the second round. The skill and tricks
of the younger man worked the crowd up to a
high pitch of excitement, and "Wall" was
repeatedly urged to "hold on." The severity
of the long-drawn out bout was plainly to be
seen when at the close of a vain struggle for
the mastery Studholme sank on the turf com-
pletely exhausted. The old champion stood
with his hands on his hips, puffing and blowing,
while a merry smile played on his good-hum-
oured face. When ultimately Studholme was
graced off the breast and outside stroke he had
a magnificent ovation, quite as hearty as that
which greeted his conqueror. That the last-
named had his work cut out was evident
from his remark that "these young bouncers
will kill me yet." In the final Steadman was
pitted against last year's victor, Hexham Clarke.
The latter is admittedly the best exponent of
scientific wrestling, but the bulk of the leviathan
was too much for him, and by taking the first
and third of the three throws Steadman carried
off the first prize of £15 and a silver belt. He
subsequently asked the members of the Press to
make it known that it was his final appearance
in the ring. It is to be hoped he will not imi-
tate Sini's Reeves and bid farewell to the public
every year.

SEVEN BROTHERS.
The game of cricket runs in families in a
way that is not equalled by any other branch of
sport. Certain families of note have taken to
cricket like a duck takes to water. Of some of
our great batsmen it has been said that they
were reared with a bat in the cradle. There is
no doubt that they began making runs directly
they were able to totter about. Many stories
are told of how much famous players have been
indebted to the female members of their house-
hold, but unfortunately these fascinating stories
will not always bear strict investigation. Take
the case of the Walker family, for instance.
There were seven brothers, and no fewer than
six of them played in the Gents v. Players
matches, all the half-dozen making great re-
putations. There was a belief that the girls of
this wonderful family—five of them—were en-
thusiastic cricketers, who bowled round arm to
their brothers. But this was a myth, ac-

A HELPLESS CRIPPLE!
N. Bengert, of Norborne, says: "For nineteen
months I lay a helpless cripple from Rheumatism.
The weight of my body was reduced from 170 lbs.
to 130 lbs., a proof of the terrible pain I had to
endure. During all this time, I sought a cure,
but after using everything I heard of, such as
medicines, electricity, Turkish Baths, and above
all unsatisfactorily employing physicians, I considered
myself incurable, especially so, when the last
physician told me that he would not accept any
more money from me, as the case was beyond
the human grasp. At this time I noticed your
advertisement in one of the morning papers. I
ordered Little's Oriental Balm with very little
hesitation, but I was surprised after using 2 to 3
bottles. I was greatly improved and the con-
tinued use of your wonderful remedy cured me.
For my part I shall do all in my power to
spread its merits. Sold at 1s. 1 per bottle.
Agents for Hongkong—THE VICTORIA
DISPENSARY, LD. 1888-1

according to Mr. W. A. Bettsworth, who
has just issued a book, entitled "The
Walkers of Southgate," that has received a very
cordial welcome. We have had many cele-
brated to the brotherhood as cricketers, such as
the Graeco, the Lytteltons, the Strads, and the
Stools, but as a whole they have not come up to
the Walkers, of whom, as we have seen, there
were no fewer than seven. Their names were
John, Alfred, Frederic, Arthur Henry, Vyell
Edward, Russell Donithorne, and Isaac
Donithorne, V. E. R. D., and I. D. were
familiar figures on the "fented field," the
last-named being perhaps the best known
as captain of the Middlesex County eleven, and
also for his active association, together with
Mr. A. J. Webb and others, with the Harrow
Wanderers. I. D. discarded such aids as pads
and leg guards, and it has been well said of him
as he proceeded to the wickets that he carried
his bat in such a way that he thought it a pity
he could not leave it behind as well as the guards
and hand protectors. But whilst he was on the
scent the bowlers and fieldsmen invariably knew
it, for he could make runs with great skill, and
was a hard man to get out.

"WHO MIGHT HE BE?"
R. D. Walker was a batsman of another class,
but just as dangerous when once set. His style
was not one that would serve as a model for
budding aspirants, but it was often very effec-
tive. Cricket writers have lately shown a
weakness for talking about the "hook" stroke.
Why they should have discovered it so recently
is a bit of a puzzle, because it has been in use
ever since I knew what cricket was. In fact,
some players who do not pretend to have a place
in the first class make precious few runs in any
other way. R. D. Walker, when playing for
Middlesex against Yorkshire, once lost his
wicket immediately in attempting to "hook"
a ball from a slow bowler. He did this in such
a country-like fashion that the wicket-keeper,
sturdy old George Pinder—who has lately been
prostrated by sickness—was tempted to ask,
"And who might he be?" Great was the
Yorkshireman's astonishment when the reply
came, "Why, that's Mr. R. D. W.!" "You
don't say so!" exclaimed the ponderous custodian;
"Why he don't seem to understand the rail-
ments of the game!"

A MODEL CAPTAIN.
As I have already pointed out, six of this
band of brothers appeared in the classical con-
test of the year. Both R. D. and I. D. were
talented cricketers, and the name of the latter
appears in the averages for the long period
stretching from 1844 to 1891. Alfred is de-
scribed as the hitter, but John, the eldest of the
seven, was smart both as wicket-keeper, field-
man, bowler and batsman. V. E. is spoken of
by Mr. Bettsworth as the "greatest cricketer
of his time." His light was only dimmed by
the appearance on the horizon of the greater
W. G. Grace. Vyell Edward excelled in every
department, and to these qualities may be added
that of being a captain "to the manner born."
His friends said of him that he "never worried
a man"—a splendid qualification when we
know how sorely a captain is tried at times.
He was one of very few skippers who could
even see a catch missed without making a fuss
about it. Whether he could have stood seeing
the seven missed by Middlesex—his own country-
men—during their last match with Surrey
without losing his temper must be left
to the imagination; it was certainly a wretched
performance. We are told that when a fielder
blundered it was his kindly habit to go up to the
erring player and apply balm to his wounds
with the kindly remark, "Well tried, old chap."
No one else would have got near the ball. No
wonder that he was idolised by the men under
his command.

MUSIC LESSONS.

M. L. A. GRACA receives Pupils for
Lessons in Violin, Mandolin and
Portuguese Guitar.
For terms, &c., apply to—
ROBINSON PIANO CO.

LANE, CRAWFORD & CO.
Hongkong, 7th September, 1900. [2370]

HIRANO NATURAL MINERAL
WATER.

HIRANO MURA, HYOGO-KEN,
JAPAN.

BOTTLED in its Natural Carbonic Acid Gas.
Bright, Sparkling and Effervescent.
An excellent drink with Wines or Spirits.
Price \$5.50 per Case of 48 Pints.
As seen from the Imperial Japanese Govern-
ment's Analysis the above belongs to a class of
saline mineral waters having alkaline reaction,
and taken internally its medical uses are for
chronic catarrh of the stomach, intestines,
diseases of glands, and chronic endometritis.

TAI WO & CO.,
22, Bank Buildings,
Agents for Hongkong.

Hongkong, 14th August, 1900. [2211]

WO FAT & CO.

SHIP CHANDLERS, SAIL MAKERS,
GENERAL STOREKEEPERS,
No. 11, LEE YUEN STREET, EAST.

Hongkong, 25th July, 1900. [2074]

LOONG FI HORSE REPOSITORY.

SITUATED AT No. 21, MATHESON
STREET, near the No. 1 Police Station.
CARRIAGES for HIRE at cheap Rates.
Apply to—

MANAGER,
Hongkong, 1st September, 1900. [2324]

BOMBAY-BURMAH TRADING COR-
PORATION, LIMITED.
BANGKOK AND RANGOON.

TRAK SQUARES, PLANKS, BOARDS AND SCAN-
TINGS, PLANED, TONGUED, AND GROOVED
BOARDS, FOR FLOORING, CEILING, WALLING,
&c. TRAK SHINGLES FOR ROOFING.
PINKADOE, RAILWAY SLEEPERS for all
GAUGES.
Rates Supplied and Orders Booked by
JARDINE, MATHESON & CO.
Hongkong, 3rd May, 1895. [1633]

NOTICES TO CONSIGNEES.

OCEAN STEAMSHIP COMPANY.

CONSIGNEES per Company's Steamer

"IDOMENEUS"
are hereby notified that the Cargo is being dis-
charged into Craft, and/or landed at the Go-
downs of the Hongkong and Kowloon Wharf
and Godown Company; in both cases it will lie
at Consignees' risk. The Cargo will be ready
for delivery from Craft or Godown on and after
the 22nd instant.

Optional cargo will be landed unless notice
has been given prior to the 26th instant will
be subject to rent. All damaged Goods must be
left in the Godowns, where they will be
examined at 11 A.M. on the 2nd prox.

BUTTERFIELD & SWIRE,
Agents.
Hongkong, 22nd September, 1900. [2485]

NIPPON YUSEN KAISHA
NOTICE TO CONSIGNEES

FROM MIDDLESBOROUGH, ANTWERP,
LONDON, PORT SAID, COLOMBO
AND SINGAPORE

THE Company's Steamship
"HAKATA MARU,"

VESSELS ADVERTISED AS LOADING.

DESTINATION	VESSEL'S NAME	FLAG & REG.	BERTH	CAPTAIN	FOR FREIGHT APPLY TO	TO BE DESPATCHED
LONDON VIA SUEZ CANAL.	ALCINOUS	Brit. str.	—	Fulford	BUTTERFIELD & SWIRE	To-morrow.
LONDON	MALACCA	Brit. str.	—	E. G. Andrews	P. & O. S. N. Co.	On 18th inst., at Noon.
LONDON &c. VIA PORTS OF CALL.	BENGAL	Brit. str.	—	S. Burcham	P. & O. S. N. Co.	On 18th inst.
LONDON VIA SUEZ CANAL.	PA-MOCLUS	Brit. str.	—	Dicks	BUTTERFIELD & SWIRE	On 27th inst.
LONDON VIA SUEZ CANAL.	HAMBURG	Brit. str.	—	Dicks	MCGREGOR BROS. & GOW	On 30th inst.
BREMEN VIA PORTS OF CALL.	HAMBURG	Brit. str.	—	Riley	BUTTERFIELD & SWIRE	On 3rd inst., at Noon.
MARSEILLES, LONDON & ANTWERP, V. S. PORE &c.	BINGO MARU	Jap. str.	—	Krech	MELCHERS & CO.	On 5th inst., at Daylight.
MARSEILLES &c. VIA PORTS OF CALL.	TAMBA MARU	Jap. str.	—	F. K. Davies	NIPPON YUSEN KAISHA	On 18th inst., at Daylight.
HAYRE & HAMBURG	INDUS	Brit. str.	—	J. W. Wale	MESSEGERIES MARITIMES	On 8th inst., at 1 P.M.
HAYRE & HAMBURG	SAKONIA	Brit. str.	—	Duchateau	CARLOWITZ & CO.	On 8th inst.
HAYRE & HAMBURG	BARNIA	Brit. str.	—	Jacob	CARLOWITZ & CO.	On or about 23rd inst.
NEW YORK VIA SUEZ CANAL.	KONIGSBERG	Brit. str.	—	Schneider	CARLOWITZ & CO.	On or about 31st inst.
NEW YORK	ANAPA	Brit. ship	—	Hildebrandt	SHEWAN, TOMES & CO.	Quick despatch.
NEW YORK VIA SUEZ CANAL.	MARIA DE LARSEN	Brit. str.	—	R. Archibald, R.N.R.	DODWELL & CO. LIMITED	On or about 6th inst.
NEW YORK VIA SUEZ CANAL.	EMPIRE OF CHINA	Brit. str.	—	J. Panton	CANADIAN PACIFIC R. CO.	On 18th inst.
VANCOUVER, VIA SHANGHAI, &c.	VICTORIA	Brit. str.	—	J. Panton	DODWELL & CO. LIMITED	On 24th inst.
VICTORIA, B.C. & TACOMA VIA FOCHOW, &c.	HONGKONG MARU	Jap. str.	—	J. Panton	TOTO KISEN KAISHA	On 18th inst.
SAN FRANCISCO VIA AMOY & SHANGHAI, &c.	CHINA	Brit. str.	—	A. E. Moses	P. & O. S. N. Co.	On 23rd inst.
SAN FRANCISCO VIA SHANGHAI, &c.	DORIC	Brit. str.	—	N. Trent	NIPPON YUSEN KAISHA	On 26th inst., at 4 P.M.
AUSTRALIAN PORTS	YAWATA MARU	Jap. str.	—	E. W. Haswell	NIPPON YUSEN KAISHA	On 12th inst., at Daylight.
KOBE & YOKOHAMA	AWA MARU	Jap. str.	—	Flindin	MESSEGERIES MARITIMES	On 18th inst., at Noon.
NAGASAKI, KOBE & YOKOHAMA	KASUGA MARU	Jap. str.	—	G. Heusermann	MESSEGERIES MARITIMES	To-day, at 2 P.M.
SHANGHAI, NAGASAKI, KOBE & YOKOHAMA	LAOS	Brit. str.	—	T. H. Hild, R.N.R.	P. & O. S. N. Co.	To-day, at 4 P.M.
SHANGHAI	LYEEMOON	Brit. str.	—	C. D. Bennett	P. & O. S. N. Co.	On or about 6th inst.
SHANGHAI & JAPAN	SOCOTRA	Brit. str.	—	S. Atsumi	MITSUI BUSSAN KAISHA	On or about 12th inst.
SHANGHAI	CHUBAN	Jap. str.	—	K. Kusagawa	MITSUI BUSSAN KAISHA	On 3rd inst., at Daylight.
SWATOW, AMOY & TAIWANTOO	ANAPA	Jap. str.	—	K. Suzuki	MITSUI BUSSAN KAISHA	On 10th inst.
SWATOW, AMOY & TAIWANTOO	TAMARU MARU	Jap. str.	—	N. Blaxland	BUTTERFIELD & SWIRE	To-morrow.
FOOCHOW VIA SWATOW & AMOY	AKASHI MARU	Jap. str.	—	Triber	SHEWAN, TOMES & CO.	To-morrow, at Noon.
SAMARANG & SOURABAYA	NANCHANG	Brit. str.	—	Holle	SHARPE, MATTHEWSON & CO.	To-morrow, at 5 P.M.
MANILA VIA AMOY	ESMERALDA	Brit. str.	—	Pennafather	BUTTERFIELD & SWIRE	To-morrow, at 4 P.M.
MANILA & ILOILO	LEGASPI	Brit. str.	—	C. Matcovich	SANDER, WIELER & CO.	To-morrow, P.M.
MANILA, ILOILO & CEBU	YUNSIANG	Brit. str.	—			
SINGAPORE & BOMBAY	KAIFONG	Brit. str.	—			
	MELPOMENE	Ans. str.	—			

SHIPPING.

ARRIVALS.

Sept. 28, HUMBUR, British steamer, 1,640, Davidson, Shanghai 25th September.

Sept. 29, UGANDA, British steamer, 3,450, J. Black, Calcutta 15th September.

Sept. 29, MOHAW, British steamer, 1,770, F. W. Freeman, Swatow 28th September.

Sept. 29, ANAPA, British steamer, 1,058, Atsumi, Amoy 27th September and Swatow 28th, General.—MITSUI BUSSAN KAISHA.

Sept. 29, TIGER, Norwegian steamer, 2,116, H. Wold, Moji 23rd Sept. Coal.—MITSUI BUSSAN KAISHA.

Sept. 29, ESMERALDA, British str., 900, Blaxland, Manila 20th September, General.—SHEWAN, TOMES & CO.

Sept. 29, THALES, British steamer, 820, A. Robson, Swatow 28th Sept. General.—DOUGLAS LAFRAIK & CO.

Sept. 29, WONKOO, German steamer, 1,115, Pigot, Bangkok 20th September, Rice.—BUTTERFIELD & SWIRE.

Sept. 29, CHOWANG, Brit. str., 1,190, Bowker, Shanghai and Swatow 25th September, General.—JARDINE, MATTHEWSON & CO.

Sept. 29, MELPOMENE, Austrian str., 1,284, C. Matcovich, Shanghai 20th Sept. General.—SANDER, WIELER & CO.

Sept. 29, GERMANIA, German str., 1,714, Bendixen, Manila 26th September, General.—JENSEN & CO.

Sept. 29, LIANDURA, British transport, 2,157, A. M. Bair, R.N.R., Calcutta 14th Sept.

Sept. 29, SANDAKAM, German str., 1,394, E. Muhle, Sandakan 23rd Sept. Timber.—MELCHERS & CO.

Sept. 29, LYERMOON, German steamer, 1,238, Heusermann, Canton 24th Sept. General.—SHEWAN & CO.

Sept. 30, WHANFOA, British str., 1,109, Garlock, Canton 30th September, General.—BUTTERFIELD & SWIRE.

Sept. 30, HERMES, Norv. str., 849, Jonsson, Canton 30th Sept. General.—JARDINE, MATTHEWSON & CO.

Sept. 30, KOREA, Russian transport, 3,856, Berenzen, Odessa 21st August and Singapore 22nd September.

Sept. 30, KASHI MARU, Jap. str., 974, Suzuki, Tanami 27th Sept. and Amoy 29th, Bullast.—M. B. Kikous, British str., 4,278, J. Puford, Shanghai 27th September, General.—BUTTERFIELD & SWIRE.

Sept. 30, AKINGO, British str., 1,150, H. Barlow, Shanghai 27th Sept. General.—CHINESE.

Sept. 30, HAILONG, British steamer, 753, H. Bathurst, Swatow 24th Sept. General.—DOUGLAS LAFRAIK & CO.

Sept. 30, LAOS, French str., 2,331, Flindin, Marseilles and Saigon 27th Sept. Mails and General.—MESSEGERIES MARITIMES.

Sept. 30, SARNIA, German steamer, 2,052, W. Schaefer, Hamburg via Peking 13th Aug. and Singapore 23rd Sept. General.—SHEWAN & CO.

CLEARANCES.

AT THE HARBOR MASTER'S OFFICE.

29th SEPTEMBER.

Toppalant, Amr. bark, for Port Townsend.

Decima, German str., for Taku.

Taiung, British str., for Swatow.

Triton, German str., for Saigon.

Maiduru Maru, Jap. str., for Swatow.

Hothao, French str., for Hothao.

Hailin, British str., for Swatow.

Loyal, German str., for Bangkok.

DEPARTURES.

Sept. 29, MALTA, British str., for Shanghai.

Sept. 29, CLYDE, British str., for Europe.

Sept. 29, GERA, German transport, for Shanghai.

Sept. 29, No. 90, German torpedo-boat, for Shanghai.

Sept. 29, No. 91, German torpedo-boat, for Shanghai.

Sept. 29, No. 92, German torpedo-boat, for Shanghai.

Sept. 29, AMIGO, German str., for Amoy.

Sept. 29, ELM BRANCH, British str., for Moji.

Sept. 29, KACHIDATE MARU, Jap. str., for Moji.

Sept. 29, HAILAN, French str., for Pukhol.

Sept. 29, QUEEN ADELAIDE, British str., for Tacoma.

Sept. 29, KWANGLEE, Ger. str., for Canton.

Sept. 29, MARIE JENSEN, Brit. str., for Amoy.

Sept. 29, DAPHNE, German str., for Nagasaki.

Sept. 29, C. APCAR, British str., for Calcutta.

Sept. 29, LOONGAN, British str., for Manila.

Sept. 29, TONALLANT, Amr. bark, for Port Townsend.

Sept. 30, TAIANG, British str., for Swatow.

Sept. 30, TRITON, German str., for Saigon.

Sept. 30, MAIDURU MARU, Japanese str., for Swatow.

Sept. 30, HOHMAO, French str., for Hothao.

Sept. 30, HAITAN, British str., for Bangkok.

Sept. 30, LOYAL, German str., for Swatow.

VESSELS IN DOCK.

BERBEREN DOCKS.—U.S.S. Monterey, Argus, Vigilante, H.I.G.M.S. Tiger, Canton, Talise, Leran, Hongkong Maru.

COMBOLLY DOCK.—Stanfield, Bangkok

SHIPPING REPORTS.

The British steamer *Alcinous*, from Shanghai 27th Sept., had N.E. winds and swell.

The Norwegian steamer *Tiger*, from Moji 23rd Sept., had strong N.E. gale the three last days with heavy sea.

The German steamer *Germania*, from Manila 26th Sept., had fresh to moderate gale, high sea and heavy squalls.

The British steamer *Hailong*, from Swatow 29th Sept., had strong N.E. wind, rough sea and clear weather. Vessels in Swatow—*Nanchang* and *Yikang*.

The British steamer *Thales*, from Swatow 28th Sept., had strong N.E. wind and following sea and fine weather. Vessels in Swatow—*Hailong* and *Yikang*.

The German steamer *Sarnia*, from Hamburg via Peking 13th Aug. and Singapore 23rd Sept., spoke *Hossia*, in lat. 8.33 N., long. 109.16 E., and *Sterna Cardata*, in lat. 9.20 N., long. 109.45 E., on the 25th September.

The British steamer *Chowang*, from Shanghai 25th Sept. and Swatow 28th, had moderate N.E. monsoon breeze and fine weather to Swatow. From Swatow to port fresh monsoon breeze and fine weather.

VESSELS ON THE BERTH

THE CHINA AND MANILA STEAMSHIP COMPANY, LIMITED.

FOR MANILA VIA AMOY.

THE Company's Steamship

"ESMERALDA,"

Captain Geo. T. Blaxland, will be despatched as above TO-DAY, the 1st October, at Noon.

This steamer has superior accommodation for Passengers and is fitted with the Electric Light.

A doctor is carried.

For Freight or Passage, apply to SHEWAN, TOMES & CO., General Managers.

Hongkong, 29th September, 1900. [2532]

COMPAGNIE DES MESSAGERIES MARITIMES.

PAQUEBOTS-POSTES FRANÇAIS.

FOR SHANGHAI, NAGASAKI, KOBE AND YOKOHAMA.

THE Company's Steamship

"LAOS,"

Captain Flindin, will be despatched for the above ports TO-DAY, the 1st instant, at 2 P.M.

For Freight or Passage, apply to G. DE CHAMPEAUX, Agent.

Hongkong, 1st October, 1900. [2]

FOR SHANGHAI.

THE Steamship

"LYEEMOON,"

Captain G. Heusermann, will be despatched for the above port TO-DAY, the 1st October, at 4 P.M.

This steamer has superior accommodation for First and Second Class Passengers.

For Freight or Passage, apply to STEWART & CO.

Hongkong, 29th September, 1900. [2531]

CHINA NAVIGATION COMPANY, LIMITED.

FOR MANILA, ILOILO AND CEBU.

THE Company's Steamship

"KAIFONG,"

Captain Pennafather, will be despatched as above TO-MORROW, the 2nd October, at 4 P.M.

The attention of Passengers is directed to the Superior Accommodation offered by this Steamer. The First-class Saloon is situated forward of the Engines.

A duly qualified Surgeon is carried and the Vessel is fitted throughout with Electric Light.

For Passage, apply to BUTTERFIELD & SWIRE, Agents.

Hongkong, 1st October, 1900. [2493]

AUSTRIAN LLOYD'S STEAM NAVIGATION COMPANY.

STEAM FOR SINGAPORE AND BOMBAY.

(In close connection with the Co.'s accelerated line to Trieste.)

THE Company's Steamship

"MELPOMENE,"

Captain C. Matcovich, will be despatched as above TO-MORROW, the 2nd of October, P.M.

For information as to Passage and Freight, apply to SANDER, WIELER & CO., Agents.

Hongkong, 29th September, 1900. [6]

CANADIAN PACIFIC RAILWAY CO.'S ROYAL MAIL STEAMSHIP LINE.

THE FAST ROUTE BETWEEN CHINA, JAPAN AND EUROPE, VIA CANADA AND THE UNITED STATES.

CALLING AT SHANGHAI, NAGASAKI, KOBE, YOKOHAMA AND VICTORIA, B.C.

SAFETY. SPEED. PUNCTUALITY.
Twin Screw Steamships—0,000 Tons—10,000 Horse-Power—Speed 19 knots.

PROPOSED SAILINGS FROM HONGKONG.

(SUBJECT TO ALTERATION.)

"EMPEROR OF CHINA." Comdr. R. Archibald, R.N.R. WEDNESDAY, 24th Oct. 1900

"EMPEROR OF INDIA." Comdr. O. F. Marshall, R.N.R. WEDNESDAY, 21st Nov. 1900

"EMPEROR OF JAPAN." Comdr. H. Pythe, R.N.R. WEDNESDAY, 19th Dec. 1900

THE magnificent TWIN-SCREW STEAMSHIPS of this Line pass through the famous INLAND SEA OF JAPAN, and usually make the voyage from YOKOHAMA to VANCOUVER in 12 DAYS, saving THREE DAYS to a WEEK to the Trans-Pacific journey and make connection at Vancouver with the PALATIAL TRANS-CONTINENTAL TRAINS of the CANADIAN PACIFIC RAILWAY, which leave daily, and cross the Continent FROM THE PACIFIC TO THE ATLANTIC WITHOUT CHANGE. Close connection is made at Montreal, Quebec, Halifax, New York and Boston with all Trans-Atlantic Lines, which passengers to Great Britain and the Continent are given choice of.

Passengers booked through to all principal ports and AROUND THE WORLD. Return tickets to various ports at reduced rates. Good for 4, 6, 9, and 12 months.

SPECIAL RATES (First class only) granted to Missionaries, Members of the Naval, Military, Diplomatic, and Civil Services, and to European Officials in the Service of China and Japan Governments.

The attractive features of this Company's route embrace its PALATIAL STEAMSHIPS (second to none in the World), the LUXURANCE OF ITS TRANS-CONTINENTAL TRAINS (the Company having received the highest award for same at recent Chicago World's Exhibition), and the diversity of MAGNIFICENT MOUNTAIN AND LAKE SCENERY through which the Railway passes.

THE DINING CABS and MOUNTAIN HOTELS of this route are owned and operated by the Company, and their appointments and Cuisine are unexcelled.

For further information, Maps, Guide Books, Rates of Passage, &c., apply to D. E. BROWN, General Agent, Pedder Street.

Hongkong, 29th September, 1900. [9]

HAMBURG-AMERIKA LINIE

NORDDEUTSCHERS LLOYD

(FREIGHT SERVICE.)

(FREIGHT SERVICE.)

Taking Cargo at through rates to ANTWERP, AMSTERDAM, ROTTERDAM, LISBON, OPORTO, LONDON, LIVERPOOL, GLASGOW, TRIESTE, GENOA, PORTS IN THE LEVANT, BLACK SEA and BALTIC PORTS, NORMAN and SOUTH AMERICAN PORTS.

PROPOSED SAILINGS FROM HONGKONG.

SUBJECT TO ALTERATION.

STEAMERS.

DESTINATIONS.

SAILING DATES.

SAXONIA (HAMBURG-AMERIKA LINIE) On 8th { Freight.

Capt. Jäger (via COLOMBO) October.

(London with transshipment in Hamburg) {

ASTORIA (HAMBURG-AMERIKA LINIE) About 15th { Freight.

Capt. Hildebrandt (via COLOMBO) October.

(London with transshipment in Hamburg) {

HAMBURG (HAMBURG-AMERIKA LINIE) About 23rd { Freight.

Capt. Jacobs (via COLOMBO) October.

(London with transshipment in Hamburg) {

SARNIA (HAMBURG-AMERIKA LINIE) About 31st { Freight and

Capt. Schaefer (via COLOMBO) October. Passage.

(London with transshipment in Hamburg) {

KONIGSBERG (HAMBURG-AMERIKA LINIE) About 10th { Freight and

Capt. Schneider (via COLOMBO) November. Passage.

(London with transshipment in Hamburg) {

These steamers have superior accommodation for Passengers and carry a Doctor and a Stewardess.

For further particulars as to Freight, Passage, etc., apply to CARLOWITZ & CO., Agents.

HAMBURG-AMERIKA LINIE NORDDEUTSCHER LLOYD.

OSTASIATISCHER FRACHTDAMPFER DIENST.

Hongkong, 21st September, 1900. [13]

NIPPON YUSEN KAISHA

(THE JAPAN MAIL STEAMSHIP COMPANY).

PROJECTED SAILINGS FROM HONGKONG—SUBJECT TO ALTERATION.

STEAMERS.

DESTINATIONS.

SAILING DATES.

BINGO MARU (MARSEILLES, LONDON, and ANTWERP, VIA SINGAPORE, PENANG, COLOMBO & PORT SAID) FRIDAY, 5th Oct., at DAYLIGHT.

AWA MARU (KOBE and YOKOHAMA) FRIDAY, 12th Oct., at DAYLIGHT.

KASUGA MARU (NAGASAKI, KOBE and YOKO- HAMA) THURSDAY, 18th Oct., at Noon.

TAMBA MARU (MARSEILLES, LONDON, and ANTWERP, VIA SINGAPORE, PENANG, COLOMBO & PORT SAID) FRIDAY, 19th Oct., at DAYLIGHT.

YAWATA MARU (SYDNEY and MELBOURNE, via MANILA, THURSDAY ISLAND, TOWNSVILLE and BRISBANE) FRIDAY, 26th Oct., at 4 P.M.

Through Passenger Tickets and Bills of Lading issued for the Principal Cities in the United States, Canada, and Europe, in connection with the GREAT NORTHERN RAILWAY and Atlantic Steamers.

For further information as to Freight, Passage, Sailings, &c., apply to the Company's Local Branch Office at Prince's Building, First Floor, Chater Road.

A. S. MIHARA, Manager. [12]

Hongkong, 22nd September, 1900.

NORTHERN PACIFIC STEAMSHIP CO.

PROPOSED SAILINGS FROM HONGKONG, VIA SHANGHAI, INLAND SEA OF JAPAN, KOBE AND YOKOHAMA.

FOR VICTORIA, B.C., AND TACOMA

IN CONNECTION WITH

NORTHERN PACIFIC RAILWAY COMPANY.

Steamer.	Tons.	Captain.	Proposed Sailing
VICTORIA	3,502	J. Panton	October 16
BRADMAN	3,601	W. Watt	November 10
DUKE OF FIFE	3,821	J. S. Cox	November 24
OLYMPIA	2,897	J. Truebridge	November 30

THE attention of Passengers is directed to the very cheap rates offered by this Line to the PACIFIC COAST and to the INTERIOR and EASTERN CITIES of the UNITED STATES and to EUROPE.

HONGKONG TO LONDON, &c.

Excellent accommodation. First-class Table. Doctor and Stewardess carried. Passengers to EUROPE may proceed by one of the First-Class ATLANTIC MAIL LINES.

HONGKONG TO NEW YORK, &c.

The Railroad travelling is second to none on the American Continent; two trans-continental trains daily from Tacoma; Dining Car is attached to trans-continental trains day and night; TACOMA to New York in 4 days. Magnificent Scenery of the Rocky and Cascade Mountains. The YELLOWSTONE NATIONAL PARK route.

HONGKONG TO VICTORIA AND TACOMA, &c.

The best route to the KLODYKE GOLD FIELDS. Frequent Sailings from Victoria and TACOMA to DYER and St. MICHAEL.

Rates of Passage to other Points on application.

A Special rate allowed to members of Government Service.

For further information as to Passage or Freight, apply to

DODWELL & CO. LIMITED, General Agents.

Hongkong, 28th September, 1900. [10]

IMPERIAL GERMAN MAIL LINE.

NORDDEUTSCHER LLOYD. HAMBURG-AMERIKA LINIE.

STEAM FOR SINGAPORE, PENANG, COLOMBO, ADEN, SUEZ, PORT SAID, NAPLES, GENOA, ANTWERP, BREMEN/HAMBURG.

PORTS IN THE LEVANT, BLACK SEA AND BALTIC PORTS.

LONDON, NEW YORK, BOSTON, BALTIMORE, NEW ORLEANS, GALVESTON, AND SOUTH AMERICAN PORTS.

STEAMERS WILL CALL AT SOUTHAMPTON TO LAND PASSENGERS AND LOGGAGE.

N.B.—Cargo can be taken on THROUGH BILLS OF LADING FOR THE PRINCIPAL PORTS IN RUSSIA.

PROPOSED SAILINGS FROM HONGKONG—SUBJECT TO ALTERATION.

STEAMERS.

DESTINATIONS.

SAILING DATES.

HAMBURG (Hamburg-Amerika Linie) WEDNESDAY 3rd October.

SACHSEN (Hamburg-Amerika Linie) WEDNESDAY 17th October.

OLDENBURG (Hamburg-Amerika Linie) WEDNESDAY 31st October.

RAVEN (Hamburg-Amerika Linie) WEDNESDAY 14th November.

VESSELS ON THE BERTH
FOR MANILA AND ILOILO.

THE Steamship
"LEGASPI" will be despatched as above TO MORROW, the 2nd October, at Noon.
The attention of Passengers is directed to the Superior Accommodation offered by this Steamer. The First-class Saloon is situated forward of the Engines. The Vessel is fitted throughout with Electric Light.
For Freight or Passage, apply to
LIZABETH HERMANOS,
Agents.
Hongkong, 27th September, 1900. [2520]

INDO-CHINA STEAM NAVIGATION
COMPANY, LIMITED.

FOR MANILA VIA AMOY.
"YUENSANG" will be despatched as above TO MORROW, the 2nd October, at 5 P.M.
This Steamer has superior accommodation for First Class Passengers, is fitted throughout with Electric Light, and carries a Doctor.
For Freight or Passage, apply to
J. A. DIXON, MATHESON & CO.,
General Managers.
Hongkong, 29th September, 1900. [2533]

CHINA NAVIGATION COMPANY,
LIMITED.

FOR SAMARANG AND SOERABAYA.
"NANCHANG" will be despatched as above TO MORROW, the 2nd October.
For Freight or Passage, apply to
BUTTERFIELD & SWIRE,
Agents.
Hongkong, 28th September, 1900. [2475]

OCEAN STEAMSHIP COMPANY.

FOR LONDON VIA SUEZ CANAL.
"ALCINOUS" will be despatched as above TO MORROW, the 2nd October.
For Freight, apply to
BUTTERFIELD & SWIRE,
Agents.
Hongkong, 29th August, 1900. [2278]

SAIL TO NEW YORK.

THE Sailing Vessel
"BACHEM" will sail for the above port on or about 30th September, 1900.
For Freight, apply to
SHEWAN, TOMES & CO.,
Agents.
Hongkong, 17th September, 1900. [2429]

TOYO KISEN KAISHA.

TOKAI FRANCISCO VIA INLAND SEA OF JAPAN AND HONOLULU.

PROPOSED SAILINGS FROM HONGKONG.
HONGKONG MARU (via Shanghai, Nagasaki, Kobe, Inland Sea, Yokohama, and Honolulu) SATURDAY, Oct. 6, 1900, at Noon.
NIPPON MARU (via Shanghai, Nagasaki, Kobe, Inland Sea, Yokohama, and Honolulu) TUESDAY, Oct. 30, 1900, at Noon.
ANAN MARU (via Shanghai, Nagasaki, Kobe, Inland Sea, Yokohama, and Honolulu) SATURDAY, Nov. 24, 1900, at Noon.

THE Twin-Screw Steamship
"HONGKONG MARU" will be despatched for SAN FRANCISCO VIA SHANGHAI, NAGASAKI, KOBE, INLAND SEA, YOKOHAMA, and HONOLULU ON SATURDAY, the 6th October, 1900, at Noon, taking Freight and Passengers for Japan, the United States, and Europe.

Steamers of this line pass through the INLAND SEA OF JAPAN, and call at HONOLULU, and Passengers are allowed to break their journey at any point en route.

Through Passage Tickets granted to England, France, and Germany by all trans-Atlantic lines of steamers, and to the principal cities of the United States or Canada. Rates may be obtained on application.

Passengers holding through ORDERS TO EUROPE have the choice of Overland Rail routes from San Francisco, including the Southern Pacific, CENTRAL PACIFIC, UNION PACIFIC, DENVER and RIO GRANDE, and NORTHERN PACIFIC RAILWAYS; also the CANADIAN PACIFIC RAILWAY on payment of \$4 in addition to the regular tariff rate.

Passengers holding orders for OVERLAND CITIES in the United States have between San Francisco and Chicago, the option of the Southern Pacific, CENTRAL PACIFIC, UNION PACIFIC, DENVER and RIO GRANDE, and other direct connecting Railways, and from Chicago to destination the choice of direct lines.

Particulars of the various routes can be had on application.

Special rates (first class only) are granted to Missionaries, members of the Naval, Military, Diplomatic, and Civil Services, to European officials in service of China and Japan, and to Government officials and their families.

Through Bills of Lading issued for transportation to Yokohama and other Japan Ports, to San Francisco, to Atlantic and Inland Cities of the United States, via Overland Railway, to Havana, Trinidad, and Demerara, and to ports in Mexico, Central and South America, by the Company's and connecting Steamers.

Freight will be received on board until 4 P.M. the day previous to sailing. Parcel Packages will be received at the Office until 5 P.M. same day; all Parcel Packages should be marked to address in full; value of same is required.

Consular Invoices to accompany Cargo destined to points beyond San Francisco in the United States should be sent to the Company's Office in Sealed Envelopes, addressed to the Collector of Customs at San Francisco.

For further information as to passage and Freight, apply to the Agency of the Company, Queen's Building.

J. S. VAN BUREN,
Agent.
Hongkong, 14th September, 1900. [5]

VESSELS ON THE BERTH
THE OSAKA SHOSHEN KAISHA,
LIMITED.

FOR SWATOW, AMOY, AND TAIWANFOO.
"ANPING MARU" will be despatched for the above ports on WEDNESDAY, the 3rd Oct., at DAYLIGHT.
For Freight or Passage, apply to
THE MITSUI BUSSAN KAISHA,
Agents.
Hongkong, 19th September, 1900. [1443]

THE PENINSULAR AND ORIENTAL
STEAM NAVIGATION COMPANY.

STEAM FOR STRAITS, CEYLON, AUSTRALIA, INDIA, ADEN, EGYPT, MEDITERRANEAN PORTS, PLYMOUTH AND LONDON.

THROUGH BILLS OF LADING ISSUED FOR BATAVIA, PERSIAN GULF, CONTINENTAL AND AMERICAN PORTS.

THE Steamship
"BENGAL" Captain S. Barham, carrying Her Majesty's Mail, will be despatched for this Port on SATURDAY, the 14th October, 1900, at Noon, taking passengers and cargo for the above ports.
Bills and Valuations, all cargo for France, and Tea for London (under arrangement) will be transhipped at Colombo into a steamer proceeding direct to Marseilles and London; other cargo for London, &c., will be conveyed via Bombay with transshipment.
Parcels will be received at this Office until 4 P.M. the day before sailing. The contents and value of all packages are required.
Shippers are particularly requested to note the terms and conditions of the Company's Bills of Lading.
For further particulars, apply to
A. M. MARSHALL,
Acting Superintendent.
Hongkong, 1st October, 1900. [1]

U.S. MAIL LINE.

PACIFIC MAIL STEAMSHIP COMPANY.

VIA INLAND SEA OF JAPAN AND HONOLULU.

PROPOSED SAILINGS FROM HONGKONG.
CHINA (via Shanghai, Nagasaki, Kobe, Inland Sea, Yokohama, and Honolulu) SATURDAY, Oct. 13, at Noon.
CITY OF RIO DE JANEIRO (via Shanghai, Nagasaki, Kobe, Inland Sea, Yokohama, and Honolulu) THURSDAY, Nov. 8, at Noon.
CITY OF PEKING (via Shanghai, Nagasaki, Kobe, Inland Sea, Yokohama, and Honolulu) TUESDAY, Dec. 4, at Noon.

THE Company's Steamship "CHINA" will be despatched for SAN FRANCISCO VIA SHANGHAI, NAGASAKI, KOBE, INLAND SEA, YOKOHAMA, and HONOLULU ON SATURDAY, the 13th October, at Noon.

Steamers of this line pass through the INLAND SEA OF JAPAN, and call at HONOLULU, and Passengers are allowed to break their journey at any point en route.

Through Passage Tickets granted to England, France, and Germany by all trans-Atlantic lines of steamers, and to the principal cities of the United States or Canada. Rates may be obtained on application.

Passengers holding through ORDERS TO EUROPE have the choice of Overland Rail routes from San Francisco, including the Southern Pacific, CENTRAL PACIFIC, UNION PACIFIC, DENVER and RIO GRANDE, and NORTHERN PACIFIC RAILWAYS; also the CANADIAN PACIFIC RAILWAY on payment of \$4 in addition to the regular tariff rate.

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For further information as to passage and Freight, apply to the Agency of the Company, Queen's Building.

J. S. VAN BUREN,
Agent.
Hongkong, 19th September, 1900. [3]

NATAL LINE OF STEAMERS.

THE Undersigned GENERAL AGENTS in CHINA and JAPAN for the above line are prepared to issue "THROUGH BILLS OF LADING" for all the principal ports in SOUTH AFRICA, in connection with INDO-CHINA STEAM NAVIGATION CO.'S fortnightly service hence to CALCUTTA. Sailings from CALCUTTA for CAPE PORTS every fortnight. For Freight and further particulars, apply to
DODWELL & CO., LIMITED,
General Agents for China and Japan.
Hongkong, 4th August, 1897.

VESSELS ON THE BERTH
FOR NEW YORK VIA SUEZ CANAL.

THE Steamship
"MARIA DE LABRINAGA" will be despatched for the above port on or about the 6th October, 1900.
For Freight, apply to
DODWELL & CO., L.D.,
Agents.
Hongkong, 21st September, 1900. [2472]

COMPAGNIE DES MESSAGERIES
MARITIMES.

PAQUEBOTS-POSTE FRANCAIS.

STEAM FOR SAIGON, SINGAPORE, BATAVIA, COLOMBO, BOMBAY, ADEN, EGYPT, MARSAILLES, MEDITERRANEAN AND BLACK SEA PORTS, LONDON, HAVRE, BORDEAUX.

ON MONDAY, the 8th October, 1900, at 1 P.M., the Company's Steamship "INDUS," Captain Duchateau, with Mails, Passengers, Specie and Cargo, will leave this port for MARSAILLES via BOMBAY.

This Steamer connects at COLOMBO with the s.s. *Polynesien*, which vessel takes on her Passengers and Mails, leaving for the 30th October, direct to Suez, Port Said and Marseilles.

Cargo and Specie will be registered for London as well as for Marseilles, and accepted in transit through Marseilles for the principal ports of Europe.

Shipping Orders will be granted till Noon. Cargo will be received on board until 4 P.M. Specie and Parcels until 3 P.M. on the 7th October. (Parcels are not to be sent on board; they must be left at the Agency's Office.) Contents and Value of Packages are required.

For further Particulars, apply at the Company's Office.

G. DE CHAMPEAUX,
Agent.
Hongkong, 25th September, 1900. [2]

THE OSAKA SHOSHEN KAISHA,
LIMITED.

FOR FOCHOV VIA SWATOW AND AMOY.

THE Company's Steamship
"AKASHI MARU" Captain K. Suzuki, will be despatched for the above ports on WEDNESDAY, the 10th October.
For Freight or Passage, apply to
THE MITSUI BUSSAN KAISHA,
Agents.
Hongkong, 28th September, 1900. [2524]

OCCIDENTAL AND ORIENTAL STEAMSHIP COMPANY.

TAKING CARGO AND PASSENGERS TO JAPAN, THE UNITED STATES, MEXICO, CENTRAL AND SOUTH AMERICA, AND EUROPE, VIA THE OVERLAND RAILWAYS AND ATLANTIC AND OTHER CONNECTING STEAMERS.

VIA INLAND SEA OF JAPAN AND HONOLULU.

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DORIC (via Shanghai, Nagasaki, Kobe, Inland Sea, Yokohama, and Honolulu) TUESDAY, Oct. 23, at Noon.
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J. S. VAN BUREN,
Agent.
Hongkong, 28th September, 1900. [4]

NOT RESPONSIBLE FOR DEBTS.
Neither the CAPTAINS, the AGENTS, nor the OWNERS will be RESPONSIBLE for any DEBTS contracted by the Officers or the Crews of the following Vessels during their stay in Hongkong Harbour:
HONGKONG STEAMERS.
Akashi Maru, Jap. str., 974, Sadzaki, Sept. 30.
M. B. Kaisha
Alcinous, British str., 4,278, Palford, Sept. 30.
Butterfield & Swire
Anping, British str., 1,150, Barlow, Sept. 30.
Guinness
Anping Maru, Jap. str., 1,038, Atsumi, Sept. 29.
Mitsui Bussan Kaisha
Babelberg, Ger. str., 1,373, Reckmann, Sept. 21.
East Asiatic Trading Co.
Canton, British str., 1,104, Lawrence, Sept. 18.
Jardine, Matheson & Co.
Chowat, German str., 1,116, Morris, Sept. 23.
Butterfield & Swire

VESSELS ON THE BERTH
FOR NEW YORK VIA SUEZ CANAL.

THE Steamship
"MARIA DE LABRINAGA" will be despatched for the above port on or about the 6th October, 1900.
For Freight, apply to
DODWELL & CO., L.D.,
Agents.
Hongkong, 21st September, 1900. [2472]

COMPAGNIE DES MESSAGERIES
MARITIMES.

PAQUEBOTS-POSTE FRANCAIS.

STEAM FOR SAIGON, SINGAPORE, BATAVIA, COLOMBO, BOMBAY, ADEN, EGYPT, MARSAILLES, MEDITERRANEAN AND BLACK SEA PORTS, LONDON, HAVRE, BORDEAUX.

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G. DE CHAMPEAUX,
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OCCIDENTAL AND ORIENTAL STEAMSHIP COMPANY.

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THE Company's Steamship "DORIC" will be despatched for SAN FRANCISCO VIA SHANGHAI, NAGASAKI, KOBE, INLAND SEA, YOKOHAMA, and HONOLULU ON TUESDAY, the 23rd October, 1900, at Noon.

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J. S. VAN BUREN,
Agent.
Hongkong, 28th September, 1900. [4]

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Butterfield & Swire
Anping, British str., 1,150, Barlow, Sept. 30.
Guinness
Anping Maru, Jap. str., 1,038, Atsumi, Sept. 29.
Mitsui Bussan Kaisha
Babelberg, Ger. str., 1,373, Reckmann, Sept. 21.
East Asiatic Trading Co.
Canton, British str., 1,104, Lawrence, Sept. 18.
Jardine, Matheson & Co.
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For Freight, apply to
DODWELL & CO., L.D.,
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Hongkong, 21st September, 1900. [2472]

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J. S. VAN BUREN,
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Canton, British str., 1,104, Lawrence, Sept. 18.
Jardine, Matheson & Co.
Chowat, German str., 1,116, Morris, Sept. 23.
Butterfield & Swire

BUSINESS NOTICES.

易樂芝露
KWONG CHI KOON
DISPENSARY.
街欄藥城省東廣
CHEONG LAN STREET, CANTON.
子甲大歲年參治同濟大
創開年四拾陸百捌仟壹英大

ESTABLISHED 1864.

記為祥吉堂
Trade Mark

KWONG CHI KOON
DISPENSARY.
CHEONG LAN STREET, CANTON.
ESTABLISHED 1864.

油意如

POST OFFICE NOTICES.

The China, with the American Mail of the 6th ult., left Yokohama on Thursday, the 27th ult., at daylight, and may be expected here on or about Friday, the 5th October.

MAILS WILL CLOSE.

FOR	PER	DAY AND HOUR.
Amoy and Manila	Emerald	Monday, 1st, 11.00 A.M.
Amoy and Manila	Pronto	Monday, 1st, 3.00 P.M.
Amoy and Manila	Nanchang	Tuesday, 2nd, 11.00 A.M.
Amoy and Manila	Melpomene	Tuesday, 2nd, 3.00 P.M.
Amoy and Manila	Kayong	Tuesday, 2nd, 4.00 P.M.
Amoy and Manila	Anping Maru	Tuesday, 2nd, 5.00 P.M.
Amoy and Manila		Wednesday, 3rd, 11.00 A.M.
Amoy and Manila		Registration, with late fee of 10 cents, up to 10.45 A.M.
Amoy and Manila		Letters, 11.00 A.M.
Amoy and Manila		Saturday, 6th, 11.00 A.M.
Amoy and Manila		Registration, with late fee of 10 cents, up to 10.45 A.M.
Amoy and Manila		Letters, 11.00 A.M.
Amoy and Manila		Saturday, 13th, 11.00 A.M.
Amoy and Manila		Registration, with late fee of 10 cents, up to 10.45 A.M.
Amoy and Manila		Letters, 11.00 A.M.
Amoy and Manila		Wednesday, 24th, 11.00 A.M.
Amoy and Manila		Registration, with late fee of 10 cents, up to 10.45 A.M.
Amoy and Manila		Letters, 11.00 A.M.

TO-DAY.

Meeting of the Zetland Lodge, 9 p.m.

COMMERCIAL.

CLOSING QUOTATIONS.

SATURDAY, 29th September.

ON LONDON.	20/1
Telegraphic Transfer	20/1
Bank Bills, on demand	20/1
Bank Bills, at 30 days sight	21/1
Bank Bills, at 4 months sight	21/1
Credit, at 4 months sight	21/1
Documentary Bills, 4 months sight	21/1
ON PARIS.	23/1
Bank Bills, on demand	23/1
Credit, at 4 months sight	23/1
ON GERMANY.	21/1
On demand	21/1
ON NEW YORK.	50/1
Bank Bills, on demand	50/1
Credit, 60 days sight	51/1
ON BOMBAY.	155/1
Telegraphic Transfer	155/1
Bank, on demand	155/1
ON CALCUTTA.	155/1
Telegraphic Transfer	155/1
Bank, on demand	155/1
ON SHANGHAI.	71/1
Bank, at sight	71/1
Private, 30 days sight	72/1
ON YOKOHAMA.	11 p.c. dis.
On demand	11 p.c. dis.
ON MANILA.	1 p.c. pm.
On demand	1 p.c. pm.
ON SINGAPORE.	1 p.c. pm.
On demand	1 p.c. pm.
ON BATAVIA.	124/1
On demand	124/1
ON HONGKONG.	21 p.c. pm.
On demand	21 p.c. pm.
ON SAIGON.	21 p.c. pm.
On demand	21 p.c. pm.
ON BANGKOK.	21 p.c. pm.
On demand	21 p.c. pm.
SOVEREIGNS, Bank's Buying Rate	90
GOLD LEAF, 100 fine, per tola	51
BAR SILVER, per 100	291

OPIUM.

Quotations are—	Allow 1/2 net, to 1 catty.
Malwa New	8820 to 8830 per picul.
Malwa Old	8870 to 8880
Malwa Older	8880 to 8900
P. P. per wrapped	8870 to 8880
Persian fine quality	8910 to 8920
Persian extra fine	8950 to 8960
Patna New	8970 to 8980
Patna Old	8980 to 8990
Bombay New	8985 to 8995
Bombay Old	8995 to 9005

VESSELS EXPECTED.

THE CANADIAN MAIL.
The C. P. R. steamer *Empress of China* arrived at Nagasaki at 7 a.m. on Thursday, the 27th ult., and left again at 3 p.m. same day for Hongkong, where she is due to arrive to-morrow morning.

THE GERMAN MAIL.
The N. D. L. steamer *Oldenburg*, carrying the German mail with dates from Berlin of the 21st ult., and may be expected here on or about Wednesday, the 3rd inst.

THE AMERICAN MAIL.
The S. M. steamer *Clara*, with mails, &c., from San Francisco to the 6th ult., via Honolulu, has arrived at Yokohama, and left for this port on the 27th ult. via Inland Sea, Kobe, Nagasaki and Shanghai.

The O. & O. steamer *Doric*, with mails, &c., left San Francisco for this port via Honolulu, Yokohama, Inland Sea, Kobe, Nagasaki and Shanghai on the 15th ult.

The T. K. K. steamer *Nippon Maru*, with mails, &c., left San Francisco for this port via Honolulu, Yokohama, Inland Sea, Kobe, Nagasaki and Shanghai on the 22nd ult.

THE INDIAN MAIL.
The Indo-China steamer *Saisang*, from Calcutta and Straits, left Singapore for this port on the 29th ult., at 8 a.m.

MERCHANT STEAMERS.
The N. D. L. steamer *Hamburg* left Kobe via Nagasaki and Shanghai on Sunday, p.m., the 23rd ult., and may be expected here on or about Tuesday, the 2nd October.

The N. Y. K. steamer *Binsu Maru* (European Line) left Kobe via Moji for this port on the 28th September, and is expected to arrive on the 3rd October.

The O. S. S. steamer *Agamemnon* left Singapore at noon on Friday, the 23rd ult., and is due here on the 3rd inst.

The N. P. steamer *Victoria* sailed from Yokohama for Hongkong on the 28th ult.

The N. P. steamer *Monowai* sailed from Yokohama for Japan and Hongkong on the 14th ult.

The N. P. steamer *Goodwin* sailed from Tacoma for Japan and Hongkong on the 10th ult.

The N. P. steamer *Broomfield* sailed from Tacoma for Japan and Hongkong on the 23rd ult.

PASSED THE CANAL.
HOMeward—4th September—*Silesia*, 11th September—*Acacia*, *Calchis*, *Wakana Maru*, 14th September—*Tantulus*, *Mayana*, 25th September—*Kanagawa Maru*.

ARRIVAL AT HOME.—*Ernest Simons*.

OUTWARD.—3rd August.—Olimpo. 7th August.—*Contonriver*, *Haidho*, 14th August.—*Candia*, *Charles Roger*, *Moskva*, *Nautung*, *Rhein*, *Sardinia*, 17th August.—*Adria*, *Polycaen*, *Phoenix*, 21st August.—*Derbighshire*, *America*, *Nord*, 24th August.—*Alexandre III*, 28th August.—*La Champagne*, *Pyrhus*, *Adala*, *Claverley*, *La Champagne*, *Sydney*, *Darnold*, *Atheis*, *Jennara*, *Palatia*, 14th September.—*Andalusia*, *Asia*, *Mora*, *Indrapura*, *Hansa*, *Armand*, *Bec*, *Czaritzin*, *Diana*, 18th September.—*Arcadia*, *Suevia*, *Agila*, *Glanvogan*, *Hannover*, *Jenny*, *Narung*, 21st September.—*Dionide*, 25th September.—*Buyers*, *Ching Wo*, *Cliff*, *Claverhill*, *Nagadom*, *Sichuan*, *Wahkema*, 28th September.—*Tonka*, *Neaba Mora*, *Mencana*, *Normanna*, *Rhipsea*.

PASSENGERS.

ARRIVED.
Per *Emerald*, from Manila, Mr. Albrigh and Mrs. Earl.
Per *Laudaro*, from Calcutta, Capt. Curran, Lieut.-Col. Wright, Capt. N. P. O. G. Lator, Capt. Hammond, Capt. Brown, Capt. Watson, Capt. Richards, Lieut. Roberts and Lieut. Anderson.
DEPARTED.
Per *Malta*, from Hongkong, for Shanghai, Mr. C. H. Butler, from London, Mrs. and Miss Blackburn, from Marseilles, Messrs. Hill, infant and child, Eckford, Smith, Hammond, Hunter, Robertson and infant, Miss Jamieson, Mrs. Wall, Messrs. Brennan, Cunningham and Hall, from Port Said, Lieutenant Russell, from Colombo, Capt. Sherbourne.
Per *Clyde*, from Nagasaki, for Singapore, Captain White, from Shanghai, for London, Mrs. Taylor and family, Miss M. J. Williams, Miss H. Johnson and family, Mr. F. C. Leonard, Mr. Brindley, Rev. J. Jeremias, for Marseilles, Sir John Lister Kaye, for Bombay, Mr. A. H. Heath, from Hongkong, for London, Mr. J. Holmberg and Mrs. C. G. Grant, for Bombay, Messrs. C. Abdulla and B. C. Romanjee, for Penang, Miss J. Ellis, for Singapore, Messrs. Vicente Reyes, Rafael Hidalgo, Jose Sabrida, R. Grant and F. W. Kelly.
Per *Rohilla*, from Hongkong, for Nagasaki, Commanders Hickley and Dampier, B.N., for Kobe, Mr. S. Abdoljoly, for Yokohama, Mr. W. N. Humphreys.
Per *Longway*, from Manila, Mr. and Mrs. S. Rodriguez, Mr. and Mrs. H. Karanaga and Mr. Julian Barga.

MITSU BISHI DOCKYARD AND ENGINE WORKS, NAGASAKI.

CODE WORD: "DOCK" NAGASAKI.

A.I. A.B.C. Scott's and Engineering Codes Used.

DOCK No. 1 (at TATEGAMI).
Extreme Length 523 feet.
Length on Blocks 513
Width of Entrance on Top 80
Width of Entrance on Bottom 77
Water on Blocks at Spring Tide 262

DOCK No. 2 (at MUKAJIMA).
Extreme Length 371 feet.
Length on Blocks 350
Width of Entrance on Top 66
Width of Entrance on Bottom 63
Water on Blocks at Spring Tide 22

PATENT SLIP (at KOSUGE).
Can take vessels up to 1,000 tons gross.

THE WORKS are well equipped with the LATEST IMPROVEMENTS and can execute any kind of work in SHIPBUILDING and MARINE ENGINEERING as well as in REPAIRING OF SHIPS.

The COMPANY has a POWERFUL SALVAGE PLANT READY AT SHORT NOTICE.

TO SHIPMASTERS.

ENQUIRE where your FRESH WATER is obtained by the Water Boats, as FRESH WATER is the cause of much Sickness on board Ship.

We are the ONLY WATER BOAT COMPANY in HONGKONG EXCLUSIVELY supplying FILTERED WATER.

CALL FLAG W. J. W. KEV & CO.

STEAM WATER BOAT COMPANY.

Hongkong, 9th October, 1895.

CARBOLINEUM-AVENARIUS

USED FOR OVER TWENTY YEARS.

Thoroughly reliable preservative for Wood and Stone against White Ants, Decay, Fungus Rot, and Dampness.

Sole Agents for China.

LUTGENS, EINSTMAN & CO.

Hongkong, 31st August, 1897.

JOINT STOCK SHARES.

HONGKONG, 28th September

STOCKS.	NO. OF SHARES.	ISSUE PRICE.	PAID UP.	LAST DIVIDEND.	CLOSING QUOTATIONS.
BANKS.					
Hongkong and Shanghai Banking Corporation	80,000	\$125	\$125	30c. div. at 1/11/12/13/14/15/16/17/18/19/20/21/22/23/24/25/26/27/28/29/30/31/32/33/34/35/36/37/38/39/40/41/42/43/44/45/46/47/48/49/50/51/52/53/54/55/56/57/58/59/60/61/62/63/64/65/66/67/68/69/70/71/72/73/74/75/76/77/78/79/80/81/82/83/84/85/86/87/88/89/90/91/92/93/94/95/96/97/98/99/100/101/102/103/104/105/106/107/108/109/110/111/112/113/114/115/116/117/118/119/120/121/122/123/124/125/126/127/128/129/130/131/132/133/134/135/136/137/138/139/140/141/142/143/144/145/146/147/148/149/150/151/152/153/154/155/156/157/158/159/160/161/162/163/164/165/166/167/168/169/170/171/172/173/174/175/176/177/178/179/180/181/182/183/184/185/186/187/188/189/190/191/192/193/194/195/196/197/198/199/200/201/202/203/204/205/206/207/208/209/210/211/212/213/214/215/216/217/218/219/220/221/222/223/224/225/226/227/228/229/230/231/232/233/234/235/236/237/238/239/240/241/242/243/244/245/246/247/248/249/250/251/252/253/254/255/256/257/258/259/260/261/262/263/264/265/266/267/268/269/270/271/272/273/274/275/276/277/278/279/280/281/282/283/284/285/286/287/288/289/290/291/292/293/294/295/296/297/298/299/300/301/302/303/304/305/306/307/308/309/310/311/312/313/314/315/316/317/318/319/320/321/322/323/324/325/326/327/328/329/330/331/332/333/334/335/336/337/338/339/340/341/342/343/344/345/346/347/348/349/350/351/352/353/354/355/356/357/358/359/360/361/362/363/364/365/366/367/368/369/370/371/372/373/374/375/376/377/378/379/380/381/382/383/384/385/386/387/388/389/390/391/392/393/394/395/396/397/398/399/400/401/402/403/404/405/406/407/408/409/410/411/412/413/414/415/416/417/418/419/420/421/422/423/424/425/426/427/428/429/430/431/432/433/434/435/436/437/438/439/440/441/442/443/444/445/446/447/448/449/450/451/452/453/454/455/456/457/458/459/460/461/462/463/464/465/466/467/468/469/470/471/472/473/474/475/476/477/478/479/480/481/482/483/484/485/486/487/488/489/490/491/492/493/494/495/496/497/498/499/500/501/502/503/504/505/506/507/508/509/510/511/512/513/514/515/516/517/518/519/520/521/522/523/524/525/526/527/528/529/530/531/532/533/534/535/536/537/538/539/540/541/542/543/544/545/546/547/548/549/550/551/552/553/554/555/556/557/558/559/560/561/562/563/564/565/566/567/568/569/570/571/572/573/574/575/576/577/578/579/580/581/582/583/584/585/586/587/588/589/590/591/592/593/594/595/596/597/598/599/600/601/602/603/604/605/606/607/608/609/610/611/612/613/614/615/616/617/618/619/620/621/622/623/624/625/626/627/628/629/630/631/632/633/634/635/636/637/638/639/640/641/642/643/644/645/646/647/648/649/650/651/652/653/654/655/656/657/658/659/660/661/662/663/664/665/666/667/668/669/670/671/672/673/674/675/676/677/678/679/680/681/682/683/684/685/686/687/688/689/690/691/692/693/694/695/696/697/698/699/700/701/702/703/704/705/706/707/708/709/710/711/712/713/714/715/716/717/718/719/720/721/722/723/724/725/726/727/728/729/730/731/732/733/734/735/736/737/738/739/740/741/742/743/744/745/746/747/748/749/750/751/752/753/754/755/756/757/758/759/760/761/762/763/764/765/766/767/768/769/770/771/772/773/774/775/776/777/778/779/780/781/782/783/784/785/786/787/788/789/790/791/792/793/794/795/796/797/798/799/800/801/802/803/804/805/806/807/808/809/810/811/812/813/814/815/816/817/818/819/820/821/822/823/824/825/826/827/828/829/830/831/832/833/834/835/836/837/838/839/840/841/842/843/844/845/846/847/848/849/850/851/852/853/854/855/856/857/858/859/860/861/862/863/864/865/866/867/868/869/870/871/872/873/874/875/876/877/878/879/880/881/882/883/884/885/886/887/888/889/890/891/892/893/894/895/896/897/898/899/900/901/902/903/904/905/906/907/908/909/910/911/912/913/914/915/916/917/918/919/920/921/922/923/924/925/926/927/928/929/930/931/932/933/934/935/936/937/938/939/940/941/942/943/944/945/946/947/948/949/950/951/952/953/954/955/956/957/958/959/960/961/962/963/964/965/966/967/968/969/970/971/972/973/974/975/976/977/978/979/980/981/982/983/984/985/986/987/988/989/990/991/992/993/994/995/996/997/998/999/1000/1001/1002/1003/1004/1005/1006/1007/1008/1009/1010/1011/1012/1013/1014/1015/1016/1017/1018/1019/1020/1021/1022/1023/1024/1025/1026/1027/1028/1029/1030/1031/1032/1033/1034/1035/1036/1037/1038/1039/1040/1041/1042/1043/1044/1045/1046/1047/1048/1049/1050/1051/1052/1053/1054/1055/1056/1057/1058/1059/1060/1061/1062/1063/1064/1065/1066/1067/1068/1069/1070/1071/1072/1073/1074/1075/1076/1077/1078/1079/1080/1081/1082/1083/1084/1085/1086/1087/1088/1089/1090/1091/1092/1093/1094/1095/1096/1097/1098/1099/1100/1101/1102/1103/1104/1105/1106/1107/1108/1109/1110/1111/1112/1113/1114/1115/1116/1117/1118/1119/1120/1121/1122/1123/1124/1125/1126/1127/1128/1129/1130/1131/1132/1133/1134/1135/1136/1137/1138/1139/1140/1141/1142/1143/1144/1145/1146/1147/1148/1149/1150/1151/1152/1153/1154/1155/1156/1157/1158/1159/1160/1161/1162/1163/1164/1165/1166/1167/1168/1169/1170/1171/1172/1173/1174/1175/1176/1177/1178/1179/1180/1181/1182/1183/1184/1185/1186/1187/1188/1189/1190/1191/1192/1193/1194/1195/1196/1197/1198/1199/1200/1201/1202/1203/1204/1205/1206/1207/1208/1209/1210/1211/1212/1213/1214/1215/1216/1217/1218/1219/1220/1221/1222/1223/1224/1225/1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